our of educated unemployed after the decision 'one book stall contractor at one station'; and

(b) the details of stations with names where book stalls have been allotted to A. S. Wheeler and Company during the last three years in each Zonal Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) The information is being collected and will be laid on the Table of the Sabha.

Norms/Rules for book stall contractors

1885. SHRI N. E. BALARAM: Will the Minister of RAILWAYS be pleased to state:

(a) what are the norms/rules fixed by Government for the book stall, contractors to judge their services working as satisfactory; and

(b) what are the details of the instructions/directions issued by Government from time to time in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Book-stall contractors are governed by the provisions of Agreement executed by them with the Railways. If all the agreemental provisions are complied with, the performance of the book-stall contractor is considered satisfactory. The provisions include that no obscene or objectionable literature are displayed or sold, the book-stall remains open during the notified timings, no overcharging, the staff should wear proper uniform and badges, etc.

Loco Running Staff

1886. SHRI RAMACHANDRAN PILLAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board has, by an order, made it obligatory on the part of Loco Running Staff to perform unlimited hours of work against the norms of hours of Employment Regulations;

(b) whether any representations have been received from All India Loco Running Staff Association, Palghat division, Olavakkot Southern Railway protesting against such orders;

(c) whether that order would not affect the efficiency of the running staff and cause security and safety hazards in respect of trains;

(d) whether Government are considering restricting the hours of work of Loco Running Staff to 10 hours in the larger interests of safety of railways and its employees and passengers; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) On the basis of guidelines given by Central Administrative Tribunal, Ernakulam, in a case filed by some Running Staff of Palghat & Trivandrum Divisions of Southern Railway, an order dated 13-4-92 in supersession of all previous orders has been issued laying down the normal duty at a stretch of Running Staff which does not permit unlimited duty hours.

(b) Yes, Sir.

(c) to (e) The Government is not considering any change in the order dated 13-4-92 and it does not affect safety and security of the Railways, its employees and passengers.

Extension of Broad gauge line between Villivakkam and Anna Nagar

1887. SHRI M. VINCENT: Will the Minister of RAILWAYS be pleased to state:

(a) the work proposed to be taken up during the current year in the

broad gauge extension between Villivakkam and Anna Nagar;

(b) what is the schedule of work in the ensuing years;

(c) by when it is likely to be commissioned;

(d) whether the location of the second railway terminal at Villivakkam is proposed to be changed; and

(e) what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Techno-economic survey etc. are proposed to be taken up during the current year.

(b) and (c) These will depend upon the results of the survey and availability of funds in the coming years.

(d) and (e) In the context of the proposed conversion of Madras Beach-Dindigul M. G. Section to B.G., the requirement of terminal facilities in Madras area is being reviewed by Southern Railway. Further action will depend on the result of the review.

Rajdhani Express between Madras and New Delhi

1888. SHRI M. VINCENT: Will the Minister of RAILWAYS be pleased to state:

(a) by when the Rajdhani Express is likely to be introduced between Madras and New Delhi;

(b) whether the augmentation of building of the special coaches for the Rajdhani Express to Madras has been taken up; and

(c) whether there is a proposal to extend the Delhi-Bangalore Rajdhani Express to Madras for the time being so as to cater to the needs of the metropolitan city?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) It is proposed to introduce a weekly Rajdhani Express from New Delhi/Nizamuddin to Bangalore via Secundrabad during 1992-93. Based on its patronisation, introduction of a similar train from New Delhi to Madras and Trivandrum will be considered, depending upon the availability of special type of coaches and other inputs.

(b) Production of AC air-brake coaches required for running Rajdhani type of trains has been taken up.

(c) No, Sir.

Work of broad gauge conversion between Dindigul and Madras

1889. SHRI M. VINCENT: Will the Minister of RAILWAYS be pleased to state:

(a) by when the actual work of the gauge conversion between Dindigul and Madras is likely to start;

(b) the estimate of the work at the present cost;

(c) by when the entire work is likely to be completed; and

(d) whether it is a fact that the work between Madras and Tindivanam section is proposed to be taken up first instead of starting the same from Dindigul to Trichy?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALIKARJUN): (a) In the curent year 1992-93.

(b) Rs. 256.00 crores.

(c) In the 8th Five Year Plan.

(d) Yes, Sir.